

**REMARKS**

Claims 1-6, 8-15, 17-24 and 26-30 have been amended. Support for these amendments can be found throughout the specification and drawings, as originally filed.

The specification has been amended to correct minor typographical, grammatical and syntax errors. The Applicants aver that no new matter has been added to the instant application.

Additionally, the Applicants have provided an Abstract section to the instant application. A separate sheet containing the Abstract is submitted herewith. The Applicants aver that no new matter has been added to the instant application.

The Applicants respectfully request entry of the above amendments. The Applicants submit that no new matter has been added. The Applicants respectfully submit that the application is in condition for substantive examination, and such examination is respectfully requested.

Respectfully submitted,

WARN, BURGESS & HOFFMANN, P.C.  
Attorneys for Applicants

By: 

Preston H. Smirman  
Reg. No. 35,365  
Philip R. Warn  
Reg. No. 32,775

P.O. Box 70098  
Rochester Hills, MI 48307  
(248) 364-4300

Dated: March 21, 2002

PRW/PHS/phs

**VERSION WITH MARKINGS TO SHOW CHANGES MADE**

**IN THE SPECIFICATION**

On page 2, the second full paragraph has been rewritten as follows:

According to the invention there is provided a vehicle mirror assembly comprising:

- a mirror frame;
- a rotor rotatably mounted with respect to the mirror frame;
- a [means] member for rotating the rotor with respect to the mirror frame;
- a connection [means] member operably interposed between the rotor and the mirror frame allowing pivoting of the rotor with respect to the mirror frame; and
- a mirror, having a reflective surface, mounted with respect to the rotor so that the surface remains substantially parallel to the plane in which the rotor rotates, whereby the rotor stabilises the mirror against tilting vibrational movement.

On page 2, the third full paragraph has been rewritten as follows:

Preferably the connection [means] member is arranged and constructed such that the angle of the mirror surface, with respect to the mirror frame, can be adjusted.

On pages 2-3, the paragraph spanning pages 2-3 has been rewritten as follows:

Preferably the connection [means] member comprises:

- a pivot mounting interposed between the mirror frame and the support portion; and
- at least two legs operably interposed between the mirror frame and the support portion, each leg comprising an actuator for adjusting the no-load length of the

leg and a vibration absorber connected in series to the actuator,

wherein the actuator enables adjustment of the timed-averaged orientation of the mirror with respect to the mirror frame and the vibration absorbers reduce the transmission of vibration forces from the mirror frame to the support portion.

On page 3, the first full paragraph has been rewritten as follows:

The connection [means] member, connecting the support portion (and hence rotor) to the mirror frame, ensures that the mirror will not follow high frequency tilting movements of the mirror frame. At the same time the connection [means] member will ensure that the rotor stabilised mirror will generally remain in the same angular orientation with respect to the vehicle to which the mirror frame is attached.

On page 3, the third full paragraph has been rewritten as follows:

According to a first aspect of the invention, the [means] member for rotating the rotor is preferably air driven.

On page 3, the fourth full paragraph has been rewritten as follows:

According to a second aspect of the invention, the [means] member for rotating the rotor preferably comprises an electric motor.

On page 5, the first full paragraph has been rewritten as follows:

Interposed between the support portion 30 and the mirror case 14 is a connection [means] member in the form of a pivot mounting 36 and two legs 20 and 60. Pivot mounting 36 allows pivoting of the flywheel and mirror with respect to the mirror case 14.

On page 5, the third full paragraph has been rewritten as follows:

The above-described connection [means] member, connecting the support portion 30 (and hence flywheel 34) to the mirror frame (case) 14, ensures that the mirror 40 will not follow high frequency tilting movements of the mirror case 14. At the same time the connection [means] member ensures that the flywheel stabilised mirror 40 will generally remain in the same angular orientation with respect to the vehicle to which the mirror case 14 is mounted. It also enables the rear view provided by the mirror 40 to be adjusted to suit the vehicle driver.

On page 6, the second full paragraph has been rewritten as follows:

Fig 6 is a rear perspective view of the third embodiment of the invention shown in Fig 5. In this third embodiment of the invention, the flywheel is air driven instead of motor driven. Air enters the mirror casing 14 through the entrance 17 of a duct 16 and then passes vanes 35 before exiting the mirror case 14 through its rear. This air movement imparts rotation to the flywheel. Various other air driven [means] members for rotating the flywheel may be used.

On Page 7, the first line has been rewritten as follows:

[THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS] What is claimed  
is:

#### **IN THE CLAIMS**

The claims have been rewritten as follows:

1. (Amended) A vehicle mirror assembly comprising:  
a mirror frame;

a rotor rotatably mounted with respect to the mirror frame;  
a [means] member for rotating the rotor with respect to the mirror frame;  
a connection [means] member operably interposed between the rotor and the mirror frame allowing pivoting of the rotor with respect to the mirror frame; and  
a mirror, having a reflective surface, mounted with respect to the rotor so that the surface remains substantially parallel to the plane in which the rotor rotates, whereby the rotor stabilises the mirror against tilting vibrational movement.

2. (Amended) A vehicle mirror assembly as claimed in claim 1, wherein the connection [means] member is arranged and constructed such that the angle of the mirror surface, with respect to the mirror frame, can be adjusted.

3. (Amended) A vehicle mirror assembly as claimed in claim 2 further comprising a support portion interposed between the mirror frame and the rotor, the support portion supporting the rotor.

4. (Amended) A vehicle mirror assembly as claimed in claim 3, wherein the connection [means] member comprises:

a pivot mounting interposed between the mirror frame and the support portion; and

at least two legs operably interposed between the mirror frame and the support portion, each leg comprising an actuator for adjusting the no-load length of the leg and a vibration absorber connected in series to the actuator,

wherein the actuator enables adjustment of the timed-averaged orientation of the mirror with respect to the mirror frame and the vibration absorbers reduce the

transmission of vibration forces from the mirror frame to the support portion.

5. (Amended) A vehicle mirror assembly as claimed in claim 4, wherein the vibration absorbers each comprises a spring [means] member and a damper [means] member operable in parallel.

6. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 1 [to 5], wherein the rotor is a substantially disc-shaped flywheel.

8. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 1 [to 7], wherein the [means] member for rotating the rotor is air driven.

9. (Amended) A vehicle mirror assembly as claimed in claim 8, wherein the [means] member for rotating comprises vanes mounted to the rotor and an air passage arranged and constructed so as to direct air through the vanes.

10. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 1 [to 7], wherein the [means] member for rotating the rotor comprises an electric motor.

11. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 1 [to 10], wherein the mirror frame comprises a case substantially encapsulating the support portion, rotor and mirror from behind the mirror surface.

12. (Amended) A vehicle external rear vision mirror assembly comprising:

a support arm having a proximal and a distal end, the distal end for attaching to a vehicle;

a mirror frame mounted on or integral with the proximal end of the support arm;

a support portion connected to the mirror frame;

a rotor rotatably mounted with respect to the support portion;

a [means] member for rotating the rotor;

a mirror mounted to the support portion, the mirror having a reflective surface orientated substantially normal to the rotational axis of the rotor; and

a connection [means] member connecting the support portion to the mirror frame, the connection [means] member arranged and constructed such that the angle of the support portion, with respect to the mirror frame, can be adjusted, whereby the rotor stabilises the mirror against tilting vibrational movement.

13. (Amended) A mirror assembly as claimed in claim 12 wherein the connection [means] member comprises:

a pivot mounting interposed between the mirror frame and the support portion; and

at least two legs operably interposed between the mirror frame and the support portion, each leg comprising an actuator for adjusting the no-load length of the leg and a vibration absorber connected in series to the actuator,

wherein the actuator enables adjustment of the time-averaged orientation of the mirror with respect to the mirror frame and the vibration absorbers reduce the transmission of vibration forces from the mirror frame to the support portion.

14. (Amended) A mirror assembly as claimed in claim 13 wherein the vibration absorbers each comprises a spring [means] member and a damper [means] member operable in parallel.

15. (Amended) A mirror assembly as claimed in [any one of claims] claim 12 [to 14], wherein the rotor is a substantially disc shaped flywheel.

17. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 12 [to 16], wherein the [means] member for rotating the rotor is air driven.

18. (Amended) A vehicle mirror assembly as claimed in claim 17, wherein the [means] member for rotating comprises vanes mounted to the rotor and an air passage arranged and constructed so as to direct air through the vanes.

19. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 12 [to 16], wherein the [means] member for rotating the rotor comprises an electric motor.

20. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 12 [to 19], wherein the mirror frame comprises a case substantially encapsulating the support portion, rotor and mirror from behind the mirror surface.

21. (Amended) A vehicle external rear vision mirror assembly comprising:  
a support arm having a proximal and a distal end, the distal end for attaching to a vehicle;



a mirror frame mounted on or integral with the proximal end of the support arm;

a support portion connected to the mirror frame;

a rotor rotatably mounted with respect to the support portion;

a [means] member for rotating the rotor;

a mirror mounted directly to, or integral with the rotor, the mirror having a reflective surface orientated substantially normal to the rotational axis of the rotor; and

a connection [means] member connecting the support portion to the mirror frame, the connection [means] member arranged and constructed such that the angle of the support portion, with respect to the mirror frame, can be adjusted,

whereby the rotor stabilises the mirror against tilting vibrational movement.

22. (Amended) A mirror assembly as claimed in claim 21 wherein the connection [means] member comprises:

a pivot mounting interposed between the mirror frame and the support portion; and

at least two legs operably interposed between the mirror frame and the support portion, each leg comprising a actuator for adjusting the no-load length of the leg and a vibration absorber connected in series to the actuator,

wherein the actuator enables adjustment of the time-averaged orientation of the mirror with respect to the mirror frame and the vibration absorbers reduce the transmission of vibration forces from the mirror frame to the support portion.

23. (Amended) A mirror assembly as claimed in claim 22 wherein the vibration absorbers each comprises a spring [means] member and a damper [means]

member operable in parallel.

24. (Amended) A mirror assembly as claimed in [any one of claims] claim 20 [to 23] wherein the rotor is a substantially disc shaped flywheel.

26. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 20 [to 25], wherein the [means] member for rotating the rotor is air driven.

27. (Amended) A vehicle mirror assembly as claimed in claim 26, wherein the [means] member for rotating comprises vanes mounted to the rotor and an air passage arranged and constructed so as to direct air through the vanes.

28. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 20 [to 25], wherein the [means] member for rotating the rotor comprises an electric motor.

29. (Amended) A vehicle mirror assembly as claimed in [any one of claims] claim 20 [to 28], wherein the mirror frame comprises a case substantially encapsulating the support portion, rotor and mirror from behind the mirror surface.

30. (Amended) A mirror assembly as claimed in [any one of claims] claim 21 [to 29] wherein the rotor is eccentrically mounted so that its rotation causes lateral vibration,

whereby the vibration reduced the adhesion of water droplets to the mirror surface.